

25 YEAR RE-REVIEW

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OXC - 2167  
Copy 6 of 7

23 August 1961

MEMORANDUM FOR : Acting Chief, DFD-DD/P  
SUBJECT : Test Program for HRR  
REFERENCE : OXC-2099, dated 14 August 1961

1. Subsequent to the staff meeting held on 14 August as outlined in reference, the following representatives of Westinghouse and Headquarters met to discuss further details of the development and test program for the HRR:

Westinghouse

Robert Eby  
Roy Fox  
Robert Howell  
2 unwitting flight test persons

Headquarters

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2. The Westinghouse contingent outlined the procedures that they normally follow in testing Westinghouse developed airborne equipment. The flight test program is divided into two parts, the installation in the aircraft and the actual flight test program. Mr. Eby stated that in connection with the HRR, their first requirement was to receive by 1 September a 101B hatch to commence the installation in the aircraft. The Headquarters group queried Mr. Eby why they specifically required a 101B aircraft and his arguments for the use of this vehicle were sufficient to convince Lt. Colonel [redacted] and the rest of the group that the Westinghouse requirement was a valid one.

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3. The Headquarters group introduced for discussion a proposal to have the aircraft manned and serviced by Air Force personnel; and, Mr. Eby, for Westinghouse, stated that although they had run several test programs using service personnel, he felt that it was far less

SECRET

SECRET

OXO-2167

Page 2

efficient, created a number of problems connected with the indoctrination and marriage of this unit to his company flight test organization. He felt that it would be far less difficult to train Westinghouse's flight pilots and maintenance crews in the operation of the 101B than it would to attempt the use of service personnel for this job.

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4. [redacted] and Lt. Colonel [redacted] discussed the difficulties to be faced in assigning to Westinghouse an aircraft without flight and maintenance crews.

5. A trip was made through the flight testing facilities. Discussions re spare parts, experience in handling the J-57 engine and other allied subjects were held in the flight test office.

6. At the conclusion of the discussions it was agreed that due to the flight testing service experienced at Westinghouse and in view of the difficulties of flight crew integration, it would be advisable to transfer the aircraft on a GFP loan basis to Westinghouse. Arrangements for Westinghouse's crew and pilot training, transfer to Westinghouse of required ground support equipment, and make available to Westinghouse spares for the servicing and maintenance of the assigned aircraft should be accomplished.

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[redacted]  
Deputy Chief, Development Branch  
DPO-DD/P

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